

HB 1389 -- Transportation Funding

Sponsor or Co-Sponsors: Bray

Same as or similar to: HB 685 Year: 2001

Emergency Clause: or Effective Date of:

Use Summary For: Version:, Year:,

Verbatim:

Modify above as follows:

New summary as follows:

This bill is a comprehensive package relating to transportation funding and related items.

The bill creates within the Office of Administration a Public Capital Investment Board. The board will consist of 19 members, 6 of whom will be department directors, 6 citizen members, 6 municipal officials appointed by the Governor with the advice and consent of the Senate, and the State Treasurer.

The board will advise the Governor and his cabinet on statewide economic and quality of life goals and develop a coordinated, statewide, interagency plan for the investment of public capital toward achieving these goals. The Highways and Transportation Commission in cooperation with the regional planning commissions and metropolitan planning organizations must develop a statewide total transportation investment plan for the purpose of

determining priorities and allocating funds consistent with the priorities, methodologies, and accountability mechanisms established by the investment board. The state transportation plan will need approval of the Governor and the General Assembly.

The Transportation Sales Tax Fund is created to receive sales tax revenues that support transportation needs. Distribution of moneys from the fund will be as follows:

(1) 66.5% will be used for public transportation to be allocated to transit service providers for capital and operating assistance based on service area population, employment, and passenger-miles provided;

(2) 13% will be used for intercity rail facilities and services;

(3) 13% will be used for any transportation purpose and allocated to cities and counties based on a formula which considers population, employment, and lane-miles of local roads;

(4) 3% will be used for port facilities;

(5) 1.5% will be used for intercity bus facilities and services;

(6) 1.5% will be used for bicycle and pedestrian facilities; and

(7) 1.5% will be used for support activities of the Public Capital Investment Board, regional planning commissions, and metropolitan planning organizations for transportation planning.

The Transportation User Fee Fund is created. Certain fuel tax and user fees will be deposited in the fund for the support of highways. Moneys in the fund will be allocated as follows:

(1) To cities and counties as required by constitutional provisions relating to fuel tax, vehicle sales, and license fees.

(2) To the Department of Transportation for expenditure in each state highway district in an amount distributed through a formula based on population, employment, principal arterial lane-miles, and vehicle-miles traveled.

The bill also:

(1) Increases the motor fuel tax by 3 cents per gallon, phased in over 3 years;

(2) Increases the state sales and use tax on tangible personal property, excluding certain types of foods, by 0.25%;

(3) Increases the sales tax on motor vehicle sales by 0.5%;

(4) Removes the sales and use tax exemption of jet fuel;

(5) Increases the membership of the Highways and Transportation Commission from 6 to 9 members, with one from each Congressional district;

(6) Authorizes the Department of Transportation to use design-build contracting methods for projects on the state highway system;

(7) Establishes requirements for the participation of disadvantaged businesses in any program or project using funds derived from the bill in accordance with federal laws and regulations applying to the federal-aid highway program;

(8) Gives the Highways and Transportation Commission authorization for tolls on interstate highways. These tolls would have an \$80 million cap adjusted annually based on the Consumer Price Index. Toll revenues collected will be deposited in the Toll Road Fund.

(9) Increases all license, title, permit, and registration fees by 50% phased in over a 2 year period;

(10) Establishes new parameters for the competitive bidding

process in relation to selecting a vendor for the material used to manufacture license plates;

(11) Limits the number of characters on special personalized license plates;

(12) Requires all highways in the City of St. Louis which are functionally classified as of January 1, 1999, by the Missouri Department of Transportation and the Federal Highway Administration as principal arterial highways to be considered part of the state highway system;

(13) Allows for the designation and enforcement of the lawful use of high occupancy vehicle lanes.

The bill contains a referendum clause.